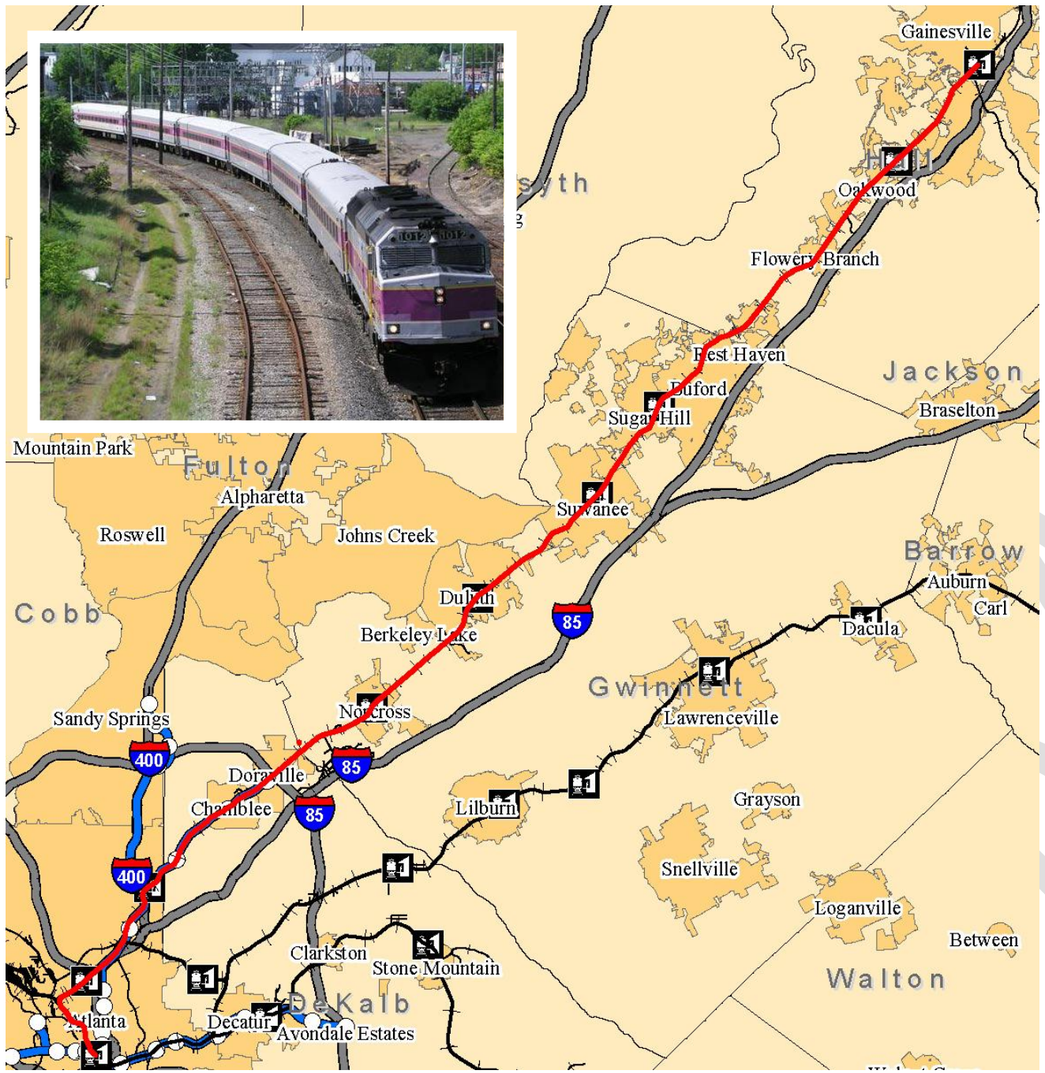
PROJECT ANALYSIS INFORMATION SHEET

# GAINESVILLE COMMUTER RAIL LINE




## DESCRIPTION

All day commuter rail serving Gainesville, northern and western Gwinnett County, Buckhead, the Atlanta CBD, and a station near the new international terminal at Hartsfield-Jackson Atlanta International Airport (Southern Crescent Transportation Center). This is a commuter rail line along the existing Norfolk Southern corridor with improvements to accommodate both passenger service and increased freight demand.

**Length:** 72 Miles

**Technology:** Commuter Rail (CR)

**Service Hours & Frequency**: All day, 30-minute peak frequency, 60-minute off-peak

| **Regional Transfer Stations:** | **Intersecting Projects:** |
|---|---|
| Gainesville | Amtrak Intercity Rail |
| Norcross | MARTA NE Line, I-285 HCR, Gwinnett HCR, Amtrak, Intercity Bus |
| Armour | MARTA N/NE Line, Belt Line, Emory HCR, NW HCR, Athens CR |
| Five Points | All MARTA Lines, All Commuter Rail, Streetcar Network, Intercity Bus |
| Southern Crescent | Airport Circulator, MARTA SE Line, Multiple Commuter Rail Lines |

**Major Employment Markets Served:**

Directly connects employment centers[1]:

| | |
|---|---|
| Peachtree Corners: | 41,000 est. employment |
| Buckhead | 84,000 est. employment |
| Downtown | 263,000 est. employment |
| Airport | 73,000 est. employment |

**Major Activity Centers Transfers to Reach:**

| Activity Center | Transfers |
|---|---|
| Downtown | 0 |
| Midtown | 1 |
| Buckhead | 0 |
| Perimeter Center | 1 |
| Cumberland | 1 |
| North Point | 1 |
| Town Center | 1 |
| Airport | 0 |
| Peachtree Cornders | 0 |
| Gwinnett Place | 1 |
| Southlake | 1 |
| Fulton Industrial Boulevard | 1 |
| Emory | 2 |

**Parallel Roadway Corridors:**

- I-85
- Buford Highway
- Peachtree Industrial Boulevard

**ARC Livable Centers Initative Areas Served**

- Suwanee
- Duluth
- Buford
- Norcross
- Buckhead
- Downtown

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Transit Planning Board
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## COSTS

**Order of Magnitude Capital Cost: $1,340 million[ii] - Annualized = $25.5 million[iii]**

**2030 Estimated Annual Operating Cost: $19 million**

## BENEFITS

**Year 2030 Range of Estimated Daily Boardings of this segment within Concept 3 transit system[iv]:**
2,200 – 6,200

**Potential Daily VMT Reduction (miles)**
51,000 – 133,000

### Summary Table of Estimated Value of Primary Benefits[v]

| Primary Benefit Factor | Estimated Low Value of Benefits ($ millions) | Estimated High Value of Benefits ($ millions) |
|---|---|---|
| Congestion | $0.9 | $2.5 |
| Safety[vi] | $0.8 | $2 |
| Economic Impact | $43 | $112 |
| Consumer Fuel Savings | $2.5 | $6.7 |
| Total | $47 | $123 |

Note: Primary benefits reflect the traditional measures of the positive impacts of a transit investment. In contrast to the comprehensive cost estimate, these measures do not provide a complete illustration of all positive efficiency and equity impacts. The estimated primary benefit/cost ratio represents a conservative indication of the project's cost-effectiveness.

Due to data and resource limitations, this primary benefit/cost analysis reflects a simplified approach to the standard major investment analysis prescribed by the Federal Transit Administration to qualify for major federal capital investment.[vii] While this analysis provides some insight when applied to this project individually, the measures calculated for Concept 3 in its entirety are more reliable given the systemwide nature of the modeling methodology.

### Estimated Primary Benefit / Cost Ratio

| | |
|---|---|
| Estimated Annual Primary Benefits ($ millions) | $47-$123 |
| Total Est. Annualized Cost ($ millions) | $45 |
| Ratio of Annual Primary Benefits / Annualized Cost | 1.04 – 2.73 |
| Annualized Cost / Boarding | $68 - $24 |

### Secondary Benefits

Secondary benefits are additional measures that still reflect a significant and quantifiable positive impact on the transportation system and its users. Taken together with the primary measures, these reflect a more comprehensive picture of the complete benefit of the project. These do not include additional benefits that are difficult to quantify, such as increased transportation options, public health, or improved land use.

### Summary Table of Estimated Value of Secondary Benefits[viii]

| Secondary Benefit Factor | Estimated Low Value of Benefits ($ millions) | Estimated High Value of Benefits ($ millions) |
|---|---|---|
| Third-Party Driver Time Savings | $XX | $XX |
| Parking Cost Savings | $XX | $XX |
| Energy Conservation and Emissions Reduction | $XX | $XX |
| Total | $XX | $XX |

### Estimated Total (Primary + Secondary) Benefit / Cost Ratio

| | |
|---|---|
| Estimated Annual Total Benefits ($ millions) | $XX - $XX |
| Ratio of Annual Total Benefits / Annualized Cost | XX – XX |

[i] 2030 Estimates from Envison6 Atlanta Regional Commission Model
[ii] Order of Magnitude Capital Costs for Peer Commuter Rail are highly variable and dependent on negotiation with railroads. All day service is currently estimated at $25 million / mile to accommodate both passenger and freight rail improvement
[iii] Annualized over a 30 year time frame with a 3.5% interest rate
[iv] Assumes Entire 2030 Concept 3 network and the allowed shift in population and employment in the ARC model with the lower range representing no shift in pop / emp from the adopted E6 model and the upper range representing a 20% shift in pop / emp
[v] Values are in $2007
[vi] Injuries crash benefits only.
[vii] TPB Staff Report, *Impacts of Regional Transit Infrastructure Investment on Metropolitan Atlanta*, July 2008
[viii] Litman, Todd. *Evaluating Public Transit Benefits and Costs*. 2008